

WHAT IS CLAIMED IS:

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triangular frame is mounted to the pivot such that an axis of rotation of the pivot is the axis of rotation of the trailing arm suspension unit, wherein a second corner is designed to rotatably receive a wheel and wherein a third corner interfaces with a shock absorption unit.

5 12. The suspension assembly of claim 1, wherein the transmission unit comprises a constant velocity joint being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the suspension member relative to the chassis.

10 13. The suspension assembly of claim 1, wherein the transmission unit comprises a drive shaft and two constant velocity joints, said constant velocity joints being located at each end of said drive shaft and, being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the respective suspension member relative to the chassis.

15 14. The suspension assembly of claim 1, wherein the transmission unit comprises a gearbox aligning the rotational axis of the drive unit with the rotational axis of the wheel.

 15. The suspension assembly of claim 2, wherein the drive unit is mounted on the chassis above the transverse beam, and wherein the transmission unit includes a downwardly extending drive shaft.

20 16. A wheel suspension assembly for a vehicle having wheels and a chassis, the suspension assembly comprising:

 at least two spaced suspension members which are rotatably attachable to the chassis, each of the at least two suspension members being designed to rotatably receive a wheel;

25 at least two spaced drive unit, which are, mountable on the chassis; and

 at least two transmission units, each of said at least two transmission units interconnecting one of said drive units which are of said wheels, each of said transmission units transferring a drive force from said one of said drive units to said one of said wheels, the transmission unit being extendible and retractable between
30 said one of said drive units and said one of said wheels to accommodate pivoting of the respective suspension member relative to the chassis.

 17. The suspension assembly of claim 16, further comprising:

at least two pivots which are rotatably attachable to the chassis, each of said at least two suspension members being attached to one of said at least two pivots.

18. The suspension assembly of claim 17, wherein the suspension members are trailing arm suspension units.

5 19. The suspension assembly of claim 18, wherein the trailing arm suspension units are in the form of a triangular frame, wherein a first corner of the triangular frame is mounted to one of said pivots such that an axis of rotation of the pivot is the axis of rotation of the trailing arm suspension unit, wherein a second corner is designed to rotatably receive a wheel and wherein a third corner interfaces
10 with a shock absorption unit.

20. The suspension assembly of claim 16, wherein each of said at least two transmission units comprises a constant velocity joint being extendible and retractable between each of said drive units and one of said wheels to accommodate pivoting of one of said at least two suspension members relative to the chassis.

15 21. The suspension assembly of claim 16, wherein each of said at least two transmission units comprises a drive shaft and two constant velocity joints, said constant velocity joints being located at each end of said drive shaft and, being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the respective suspension member relative to the chassis.

20 22. The suspension assembly of claim 16, wherein the each of said at least two transmission units comprises a gearbox aligning the rotational axis of the drive unit with the rotational axis of the wheel.